Summary of the Ninetieth Meeting

Special Committee 224 Plenary

Airport Security Access Control Systems

The ninetieth meeting of SC–224 was held virtually on May 18, 2023.

Attendees included:

Christer Wilkinson (Co-Chair)	AECOM System Solutions
Art Kosatka (Secretary)	TranSecure Inc.
Djhanice Neric (GAR)	FAA
Karan Hofmann	RTCA, Inc.
Jonathan Branker	FAA
Kristina Dores	TranSecure, Inc.
Harold Flemenbaum	Faith Group
Suzanne Guzik	CTI Consulting
Walter Hamilton	IDTP
John Peace	FAA
Lars Suneborn	IDTP
Don Zoufal	Crowznest

Regrets:	
Jose Chavez	TSA
David McGhee	R&B
Adam Shane	Burns Group

SC-224 – Meeting No. 90
(May 18, 2023 Meeting)

1. **Welcome and Administrative Remarks:**

Ms. Hofmann opened the meeting with the reading of the reminders for Anti-Trust Requirement, RTCA Proprietary Policy and Membership Policy and relevant exemptions, as well as RTCA membership requirements.   Dr. Wilkinson presented the agenda for today's meeting.

2. **Approval of Previous Meeting Summary:**

The Summary for the Plenary #89 (March 23, 2023) meeting was reviewed and approved.

3. TSA Report:

No TSA member present, so no report available.

4. Safe Skies Reports:

Ms. Guzik noted nothing new on Guidelines Status.

Dr. Wilkinson, as a panel member for NSSA Facilitation study, reported that they are approximately halfway through their work, expecting completion in about 6 months. The primary focus of the document is on passenger processing, not developing much information to apply to our RTCA access control topics.

5. Update on Development of DO-230M:

Ms. Dores suggested she monitor the NSSA Facilitation study progress; she has also enlisted Mr. Pilgrim to review and make further recommendations for the DO-230M Facilitation section.

Mr. Suneborn provided numerous changes and corrections to the access control section; they are available for review on the RTCA AerOpus site.

Mr. Hamilton posted new changes to the Biometrics section on AerOpus for committee review prior to the next meeting. Discussion ensued about the potential for interoperability among different technology standards and updates, since many airports are on different physical developmental and technological timelines for improvements.

There are many biometric standards available; Mr. Hamilton notes none (yet) are recommended as a single generic standard – they are simply available, not competing. NIST is presently the world standard for fingerprints, having been assigned an ISO number (ISO/IEC 24745).

Refinement of the NIST ANSI standard for data transfer is a particularly important concern, as is the FBI's Electronic Biometric Transmission Specification (EBTS) used by every airport for background checks. There are several name and status changes for standards listed in the new draft, but not changes in their contents.

Remote unsupervised enrollment for airport credentials presents significant multiple issues under consideration, including the biometric (via smart phone capture?) for the CHRC required during credentials. As an example, TSA Pre-check has 10 million members, each of which must personally travel/appear to present their fingerprint and credentials. TSA would like to have remote application for this but has yet to find a solution. Status to be checked with Jose at the next meeting.

Mr. Zoufal noted that his credentialing section is seeking review of the recently released national amendment on employee screening, but there does not yet appear to have much for DO-230; he will do further analysis.

Further, he wants to invite many more individual airports to be involved in this process; beyond the purely regulatory/legislative perspective, we need a great deal more for real-world operational input for issues such as temporary badges, visitors, contractors, escorted access, particularly as they might apply in widely disparate local legal requirements and to insider threat.

Mr. Pease offered to provide Mr. Zoufal with his FAA contact at PANYNJ, which has demonstrated past interest in some form of commonality among its five airports.

Dr. Branker has spent much of his recent FAA time on cybersecurity, with NIST and other guidance (currently in high-flux condition); he hopes to have an updated draft by our next meeting (July). Zero trust architecture is also very high on the menu; it is currently geared to and mandated for Federal applications, but state and local facilities (i.e., airports) are next, especially if looking for funding. This is important for airports who use state and local IT services rather than host their own.

IPV6 was mentioned as another topic of broad discussion. (This was mentioned in the current draft of the communication section, but that section is now partially obsolete.)

Cloud-based data is also of significant interest – what's there now; what's planned; what security threat concerns top the list - most shared systems are cloud related, as are standalone systems in the same airport (domestic/international airlines, contractors, concessions, other agencies, tenants from dozens of different unknown sources.

The emergence of Artificial Intelligence (AI) has risen as a major concern that presents many challenges to a wide range of industries and applications - some of it valuable, but in the context of access control (not just airports), it is easy to spoof and create deep fake images and currently with few tools for attack detection. Meetings on such standards continue every six months.

Topics tabled for next meeting include non-TSA terminology (restricted area), E-Badge at CBP, which is an access issue for both Credentialing and Facilitation chapters.

The group noted that Communications and Procurement sections still need chairs. The communications section is the oldest section without a rewrite.

6. Other Discussion Items:

Many readers being unfamiliar with the issue, we offer an explanation:

Internet Protocol version 6 (IPv6) is the most recent version of the Internet Protocol (IP), the communications protocol that provides an identification and location system for computers on networks and routes traffic across the Internet. IPv6 was developed by the Internet Engineering Task Force (IETF) to deal with the long-anticipated problem of IPv4 address exhaustion and is intended to replace IPv4.[1] In December 1998, IPv6 became a Draft Standard for the IETF,[2] which subsequently ratified it as an Internet Standard on 14 July 2017.[3][4]

A non-aviation tutorial on AI is available from the Washington Post:

https://www.washingtonpost.com/technology/2023/05/07/ai-beginners-guide/?utm_source=email&utm_medium=acq-nat&utm_campaign=dr-may-23&utm_content=dtpannual_20230518

7. Other Discussion Items:

Regarding action item from March meeting: Dr. Wilkinson prepared a short PowerPoint for circulation at an upcoming ACI conference in Seattle. He approached ACC about becoming RTCA members again, but this is unlikely due to financial reasons. We should revive our participation in ACC committees. He solicited RTCA participation from two companies, one of which responded.

8. Next Meetings:

July 13th   91st Plenary
September 14th or 28th 92nd Plenary

The meeting was adjourned.

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Art Kosatka
Secretary
CERTIFIED as a true and Accurate summary of the Meeting.

-S-   -S-
Christer Wilkinson   Alan Paterno
Co-Chair   Co-Chair